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Subject: Analysis of fulfillment transport plan for the month of March 1951 25X1

The transport plan for March 1951, as confirmed, scheduled:

The fulfillment was: 800,000 tons
656,510 tons - 82.1 percent

The total fulfillment per district was the following picture:

District	Plan tons	Fulfillment	Percent	Plan (tons/km)	Fulfillment (tons/km)	Percent
Berlin	390,000	307,553	78.9	36,150,560	30,305,274	83.8
Magdeburg	235,000	167,340	71.2	38,437,820	29,425,510	76.5
Dresden	70,000	83,122	118.7	23,570,400	27,378,413	116.1
Schwerin	25,000	22,348	89.6	6,522,520	4,627,811	80.0
Stralsund	80,000	75,347	94.2	7,318,600	2,898,391	39.6
	800,000	656,510	82.1	112,000,000	94,635,902	84.5

Remarks refer to the various districts and goods:

Coal: Fulfillment 88.4 percent.

The scheduled amount of Polish bit coal via Fuerstenberg, via Koenigsrueterhausen, could not be dispatched as planned because of the closing of the locks in the western sector. Higher costs prevented ~~shipment~~ ~~to~~ ~~destinations~~ which could not be reached via Berlin. The estimate for regular coal transports ~~Wolgast-Pennsylvanien~~ ~~via~~ ~~by~~ ~~Deutsche Handelskette~~ (DHZ) Kohle, Schwerin (German Central Office for Coal in Schwerin), was much too high. In the Dresden district ~~shipment~~ ~~was~~ ~~not~~ ~~be~~ ~~shipped~~ as a result of the closing of the Berlin locks.

Ores: Fulfillment 167.9 percent.

In the Berlin district, a small lot of 292 tons was shipped in excess of the plan. The shipping of the waste of ~~ore~~ from Magdeburg (Fahlberg-List) and from Coswig (Alcid) to the CSR by way of ~~the~~ ~~Bergbau~~ is to be advocated by preparanda. The above transportation was carried out by railroad during the months of January, February, and March.

Metals: Fulfillment 265.0 percent.

The high percentage of fulfillment is explained by additional shipments of gas pipes, and also iron and boilers, to Stettin. ~~Added~~ ~~to~~ ~~this~~ ~~is~~ ~~the~~ ~~fact~~ ~~that~~ ~~Dresden~~ ~~on~~ ~~the~~ ~~erroneous~~ ~~planning~~ ~~for~~ ~~its~~ ~~district~~.

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Scrap: Fulfilment 195.9 percent.

In the Berlin district, an additional amount of 818 tons was shipped to the Czechoslovak Republic. After consultation with DHZ Schrott (DHZ Scrap Section) in Stralsund, the latter declared that the estimated quota allotted to Stralsund was too high since its major contribution was scrap salvaged from the sea, which is a most trifling percentage because of delays caused by weather conditions. There was a heavy additional turnover in the harbor of Warnemuende.

Chemicals: Fulfilment 103.1 percent.

Additional shipments from Brandenburg amounted to 102 tons. Shipments by vessels from the Bitterfeld and Halle districts were practically nil. An increase of 2,000 tons per month could be reached in these districts if shipments by rail and Berlin made by the Reichsbahn (German National Railroad) were increased.

Fertilizers: Fulfilment 116.5 percent.

A line of 1,600 tons of lime was scheduled since the shipping charges were too high in proportion to the value of the cargo. In the Magdeburg district, transfers from rail to ships for shipments to Czechoslovakia, Poland, and especially the U.S.S.R. were insufficient. The district of nitrogen from Pignieritz are urgently required. 2,000 tons of lime fertilizer were shipped from Goerz (the district of nitrogen from Pignieritz are urgently required under repair). These 150 tons were listed as building material).

Liquid Fuel: Fulfilment 116.5 percent.

As was reported in the previous months, gasoline was ready for shipment in time and it took up to 9 days to load the barges. As a result, an amount of 300 tons of crude tar was shipped.

Building material: Fulfilment 81.4 percent.

About 18,000 tons of cement could not be shipped from the district of Berlin result of high water in the Saale and Elbe Rivers and Berlin locks. The scheduled shipment of sand from Seelow could not be effected because of lack of orders. The shipment of about 11,000 tons of building material in the Berlin district had also to be canceled.

Raw material: Fulfilment 94.4 percent.

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Potatoes: Fulfilment 22.9 percent.

Most of the potatoes shipped were of the industrial potato variety. The shipments from the Stralsund district to Berlin could not be effected since no dispatch orders from Berlin were received.

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The scheduled imports for grain did not reach the planned amount; for example, there was a deficit of 5,000 tons in the Stralsund district. The grain to be transported from the U.S.S.R. via Fuerstenberg/Oder and Frankfurt/Oder, totaling 19,000 tons, could not be dispatched, as a result of the closing of the locks and the subsequent irregular arrivals.

Sugar: Fulfilment 143.0 percent.

An unexpectedly large amount of sugar was dispatched from the sugar plant to Anklam. An additional amount of about 3,000 tons from Riesa was dispatched to Hamburg in response to an order from the German Democratic Republic (G.D.R.) (Organization) (HO). 9,500 tons of sugar were to be shipped from Hamburg by rail because of further delays in the repair of the ship lift.

Salt: Fulfilment 30.5 percent.

The fulfilment is low because the Czechoslovak Republic carried about 4/5 of the salt export in its own vessels.

Other foodstuffs: Fulfilment 80.6 percent.

This kind of goods was also affected to a certain extent by the closing of the Berlin locks. For example, 800 tons of flour to be sent from Velten could not be shipped by water. In addition 100 tons of starch flour could not be shipped from Velten, nor could 500 tons be moved in Berlin, because they were not available.

Fodder: Fulfilment 120.1 percent.

The Barth Sugar Refinery dispatched a large amount of beet root residues to places on Ruegen Island for delivery. The residues which had been planned for Schwerin, were not dispatched. Only small quantities of fodder were shipped from railroad to transportation by water was necessary. An amount of 700 tons to be shipped from Brandenburg had to be canceled because of the closing of the locks in the western sector of Berlin.

General cargo: Fulfilment 1058.2 percent.

In the Magdeburg district, development of general cargo traffic was good. This high percentage figure was included in the schedule.

Other goods: Fulfilment 66.6 percent.

The quota was fulfilled in the Stralsund district. The closing of the locks prevented shipment of the scheduled amount in the Dresden and Berlin districts. During the last month navigable water depths were fully available. Because of ice, navigation in the district of Schwerin could not be opened unrestrictedly until 17 March 1951. Within the Stralsund district actual shipping could not be anticipated before the middle of March. Until then, only regular coal transports from Wolgast to Warnemuende, by rail traffic in Warnemuende and regular gravel transports from Gustow to Stralsund were worth mentioning. Shipping facilities were seriously handicapped both by the closing of the West Berlin locks during the period from 6 March to 22 March 1951 and the repair to the Rothensee ship lift which was continued also during the month of March. The nonfulfilment of the transport plan there is chiefly because of the closing of these locks.

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The Dresden was indicated a water depth of 2.40 m. The percentage of the tonnage available was 50.6 percent in the case of tow barges and 50.6 percent in the case of self-propelled barges. The rotation (outgoing and incoming runs) was calculated to be 1.5 voyages for tow barges and 2.7 voyages for self-propelled barges, and 20 days for tow barges and 11.1 days for self-propelled barges. This calculation was made on a basis of 30 days employment. The net performance of the "green register" fleet amounted to 586,489 tons carried in towed barges and 40,020 tons carried in self-propelled barges.

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Distribution:

Soviet Control Commission, Mr. Marfeni
Government Planning Commission, Mr. Schmiedel
Ministry of Traffic, Mr. Jerisch
Statistical Central Office
DSU Berlin
Abteilungsleiter Schacht "

Comment: Total as received. Corrected addition 656,290.

Comment: Not further identified.

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